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March 31, 2026

**VIA E-FILING**

Matthew L. Homsher, Esq., Secretary  
Pennsylvania Public Utility Commission  
Commonwealth Keystone Building  
400 North Street, Second Floor  
Harrisburg, Pennsylvania 17120

Re: PECO Energy Company's 2025 EV Charging Pilot Annual Report, Docket Number R-2024-3046931

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Dear Secretary Homsher:

Enclosed for filing on behalf of PECO Energy Company ("PECO") is a copy of PECO's 2025 EV Charging Pilot Annual Report for the Commercial and Industrial Level 2 Charging Program, Public Benefit Program, and Electric Vehicle Fast Charging Pilot Rider for the period from January 1, 2025, through December 31, 2025.

Thank you for your assistance in this matter and if you have any questions please contact Benjamin S. Yin, Director, Regulatory Strategy and Revenue Policy, at 215-841-5463 or via email at [ben.yin@exeloncorp.com](mailto:ben.yin@exeloncorp.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Brendan Taylor". The signature is stylized and includes a long, sweeping horizontal line extending to the right.

Brendan Taylor

Enclosures

cc: Per the Certificate of Service (w/encls.)

**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

**PENNSYLVANIA PUBLIC  
UTILITY COMMISSION**

v.

**PECO ENERGY COMPANY –  
ELECTRIC DIVISION**

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**DOCKET NO. R-2024-3046931**

I hereby certify and affirm that I have this day served copies of PECO Energy Company’s *EV Charging Pilot Annual Report for the Commercial and Industrial Level 2 Charging Program, Public Benefit Program and Electric Vehicle Fast Charging Pilot Rider* on the persons listed below, in the manner specified in accordance with the requirements of 52 Pa. Code § 1.54:

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*Counsel for PECO Energy Company*

Dated: March 31, 2026

## **Electric Vehicle Charging Pilot (the “Pilot”) Annual Report, January 2025 – December 2025**

The Pennsylvania Public Utility Commission (“Commission”) approved the Pilot in November 2021, as part of the Joint Petition for Settlement of Rate Investigation (the “2021 Settlement”) in PECO Energy Company’s (“PECO’s” or the “Company’s”) 2021 electric rate case proceeding, Docket Number R-2021-3024601. In April 2022, PECO launched the Commercial and Industrial Level 2 Charging Program (the “L2 Program”) as one component of the Pilot to incentivize customers to construct and deploy electric vehicle (“EV”) chargers, generate data regarding public and fleet charging, and expand PECO’s efforts to educate customers about transportation electrification. In September 2023, the Commission approved a modification to replace the Pilot’s Transit Charging Program into a broader Public Benefit Charging Program (the “PBC Program”). PECO launched the PBC Program in October 2023. The L2 Program and the PBC Program are referred to collectively as the EVsmart Charging Rebates or EVsmart Charging Programs.

In December 2024, the Commission approved an extension of and certain changes to the EVsmart Charging Rebates as part of the Joint Petition for Settlement in PECO’s 2024 electric rate case proceeding, Docket Number R-2024-3046931. The changes include the following:

- Updated L2 Program incentive limits to an annual incentive maximum of \$60,000 per customer and \$200,000 for transit authorities;
- Removal of the make-ready allocations for the L2 Program and provision of rebates of \$3,000 per charging port for projects located in an Environmental Justice Area (“EJA”), as defined by the Pennsylvania Department of Environmental Protection, and \$2,000 per charging port for projects located anywhere else in the PECO electric service territory; and
- Expanded requirements for participating customers to provide data from their EV chargers to include all EV chargers located at the premises for which the incentives are issued and to permit PECO, in its sole discretion, to waive this requirement for pre-existing Level 2 EV supply equipment (“EVSE”) where requiring data from that pre-existing EVSE would create hardship for the customer.

The outlined changes are effective January 1, 2025, through May 31, 2029.

The Company’s next Annual Report will include the EVsmart Charging Programs’ participation and utilization data from January 1, 2026, to December 31, 2026.

This report combines the L2 Program, PBC Program and the EV-FC Rider Pilot, and includes a narrative describing the status, outcomes and findings from each, in addition to the information outlined by witness Steven J. DeMott in the Company’s 2024 rate case proceeding, found at Statement No. 9 in Docket No. R-2024-3046931.

This Annual Report, required pursuant to Paragraph 52 of the 2021 Settlement, anonymizes participation and utilization data from the L2 Program, PBC Program & EV-FC Rider Pilot for the period of January 1, 2025, to December 31, 2025.

## EV CHARGING PILOT

### **Program Objectives**

The EVsmart Charging Programs provide incentives to commercial rate electric customers with EV charging projects in PECO's service territory. The objectives of the EVsmart Charging Programs are to:

- Incentivize the development of EV charging sites in the Company's electric service territory;
- Educate customers about transportation electrification ("TE"); and
- Gather important EV charging data to inform the Company's future distribution system planning and rate design.

As the Company collects a more complete set of data through the EVsmart Charging Programs, the information will be beneficial towards several key components of distribution capacity planning, including, but not limited to, the following:

- Determining accurate diversity factors by customer/industry type, which can assist with distribution system analysis;
- Developing load profiles for fleets, workplace charging, and public EV stations to assist with long-term system planning and capacity needs;
- Evaluating the impact of time-of-use and other EV specific rates; and
- Evaluating load cycle impacts on equipment ratings.

### **Overview**

The L2 Program provides rebates for the installation of new qualifying EVSE at sites with non-residential PECO electric service. A participating customer may receive an annual total incentive of up to \$60K each year, through the duration of the program. The EVSE must be networked to provide two years of charging data to PECO after installation.

The PBC Program provides rebates for equipment, installation, and make-ready costs associated with qualifying Level 2 EVSE and fast charging equipment at sites for the use of transportation services, 501(c)(3) organizations, governmental or municipal entities, or publicly available chargers in EJAs, with non-residential PECO electric service.

A participating customer may receive a maximum incentive of up to \$60,000 per customer, per year over the duration of the Pilots, inclusive of incentives paid through both the L2 Program and the PBC Program, with the exception of transit authorities that are eligible for up to \$200,000 per project site for fast chargers of at least 250 kW.

The combined annual budget for both the L2, Program, PBC program & EV Education is \$1,000,000. The budget included both rebates and the cost of program administration (e.g., two-year data collection for each participating site). PECO selected the Center for Sustainable Energy ("CSE") through a competitive bid process in 2024 to administer the programs' rebate process and data collection.

2024 was the final program year of the Company’s initial phase for the Pilot. The second phase of the program began in 2025 under the revised program budget and changes previously outlined. Table 1 outlines the program Phase 1 spend by program component from inception in April 2022 through December 2024. Table 2 outlines the costs associated with Phase 2 of the program, from January 1, 2025, through December 31, 2025.

<b><i>EVsmart Charging Programs Phase 1 Costs</i></b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b>EV Education</b>	<b>\$13,324</b>	<b>\$31,217</b>	<b>\$5,052</b>	<b>\$49,593</b>
<b>Public Benefit Program</b>	<b>\$0</b>	<b>\$0</b>	<b>\$205,511</b>	<b>\$205,511</b>
Administration	NA	NA	\$51,800	\$51,800
Incentive	NA	NA	\$153,711	\$153,711
<b>L2 Program</b>	<b>\$111,700</b>	<b>\$323,681</b>	<b>\$295,668</b>	<b>\$731,049</b>
Administration	\$73,125	\$56,500	\$47,325	\$176,950
Incentive	\$38,575	\$267,181	\$248,343	\$554,099
<b>Totals</b>	<b>\$125,024</b>	<b>\$354,898</b>	<b>\$506,231</b>	<b>\$986,153</b>

*Table 1. EVsmart Charging Programs’ Phase 1 Costs*

<b><i>EVsmart Charging Phase 2 Programs Costs</i></b>	<b>2025</b>	<b>Total</b>
<b>EV Education</b>	<b>\$57,659</b>	<b>\$57,659</b>
<b>EVsmart Charging Programs (L2 &amp; PB Programs)</b>	<b>\$574,638</b>	<b>\$574,638</b>
Administration	\$262,581	\$262,581
Incentive	\$312,057	\$312,057
<b>Total</b>	<b>\$632,297</b>	<b>\$632,297</b>

*Table 2. EVsmart Charging Programs’ Phase 2 Costs*

### **Program Applications and Incentive Status**

The L2 Program and PBC Program process consists of two main stages:

- **Stage 1:** Customer submits the Rebate Reservation Request (“Reservation”) prior to breaking ground on the site or incurring costs for work on the project and receives notification that rebate funds have been reserved.
- **Stage 2:** Customer has 270 days to complete the project and submit the Rebate Redemption (“Redemption”) after the EVSE is installed, energized, and communicating data. Customers installing DCFC chargers have 450 days to complete the installation.

Between January 1, 2022, and December 31, 2025, PECO received 227 Reservations, including 62 for sites in EJAs. Figure 1 displays the number of Reservations received per quarter over this period. Figure 2 displays the breakdown of Reservations received by county. Note, Figure 1 includes all 227 Reservations, whereas Figure 2 includes 226 Reservations. 1

reservation was deemed not eligible due to not being within PECO service territory and therefore not reflected in the count by county.

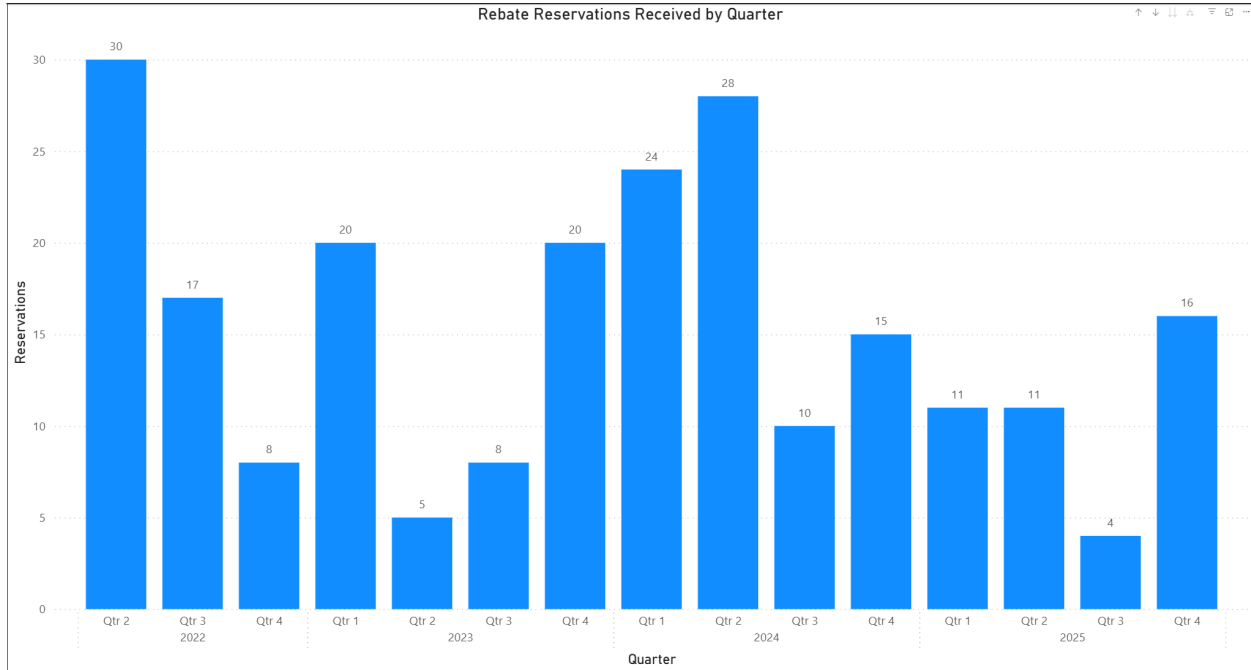


Figure 1. Rebate Reservations Received Through 2025

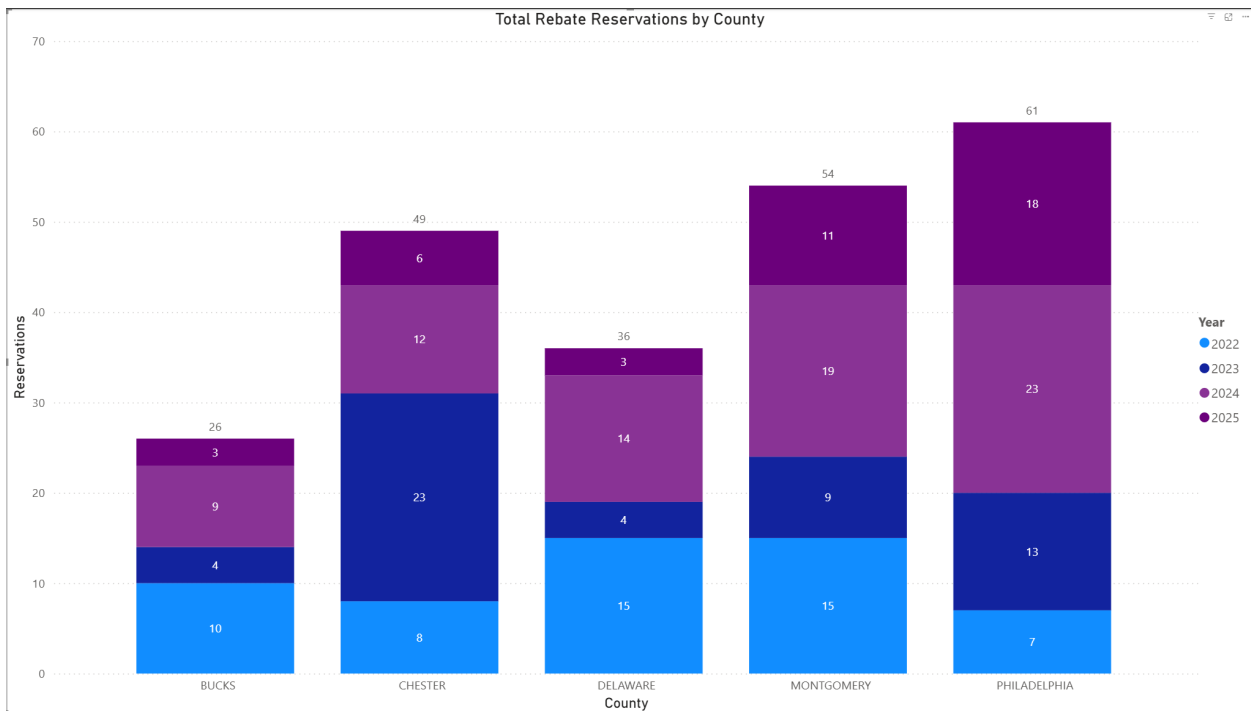


Figure 2. Rebate Reservations by County

As of December 31, 2025, 104 of the Reservations received through 2025, including 31 Reservations located in EJAs, were not funded for the reasons listed below. These categories have been updated from previous reports based on updated reporting for cancellation reasons:

- 29 applications requested withdrawals/cancellations of their Reservations
- 20 applications were not submitted within the 270-day timeframe
- 41 applications did not complete or had incomplete applications
- 5 applications contained ineligible equipment
- 4 applications were non-PECO customers
- 5 applications met their port limits (based on Phase 1 eligibility of 20-port maximum)

As of December 31, 2025, there were 123 customer sites with active applications or participating in the L2 Program and PBC Program. This includes sites for which rebates have been issued, sites for which rebates have been reserved pending completion of EVSE installation and data transmission, and waitlisted applications. Of those 123 sites, 83 are served or expected to be served under Rate GS, 40 are served or expected to be served under Rate HT, and there are no projects currently under Rate PD. Of the 123 sites served under Rate GS & HT, 40 are operated by customers that PECO considers to be small/medium businesses, 16 are operated by municipalities, and 67 are operated by businesses to which PECO has assigned a Large Customer Service account manager.

### **Program Costs Forecast**

Table 3 breaks down the forecasted spend on the EVsmart Charging Programs, including EV Education, for program costs from 2025 through 2031. Unless it is extended, the EVsmart Charging Programs end May 31, 2029, but data collection will continue for two years after the last rebate(s) issuance.

<i>EVsmart Charging Program Costs</i>	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast	Total
Administration	\$172,796	\$136,121	\$136,121	\$101,121	\$76,121	\$31,665	\$653,945
Incentives	\$767,204	\$803,879	\$803,879	\$838,879			\$3,213,841
EV Education	\$60,000	\$60,000	\$60,000	\$60,000			\$240,000
<b>Total</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$76,121</b>	<b>\$31,665</b>	<b>\$4,107,786</b>

*Table 3. Program Costs Forecast.*

### **Location and Use of Charging Infrastructure**

80 EVSE sites were installed through December 31, 2025, which are broken down into the various industry types below in Table 4. The industry type was self-selected by the applicant during the rebate process.

Industry Type	Participants
Real Estate and Rental and Leasing	36
Public Administration	14
Other Services (except Public Administration)	6
Educational Services	5
Retail Trade	5
Construction	3
Health Care and Social Assistance	3
Professional, Scientific, and Technical Services	3
Finance and Insurance	2
Management of Companies and Enterprises	1
Manufacturing	1
Utilities	1
<b>Total</b>	<b>80</b>

Table 4. Applicants by Self-Selected Industry Type.

Figure 3 shows the number of participating charging ports and sites by county for Redemptions, as of December 31, 2025.

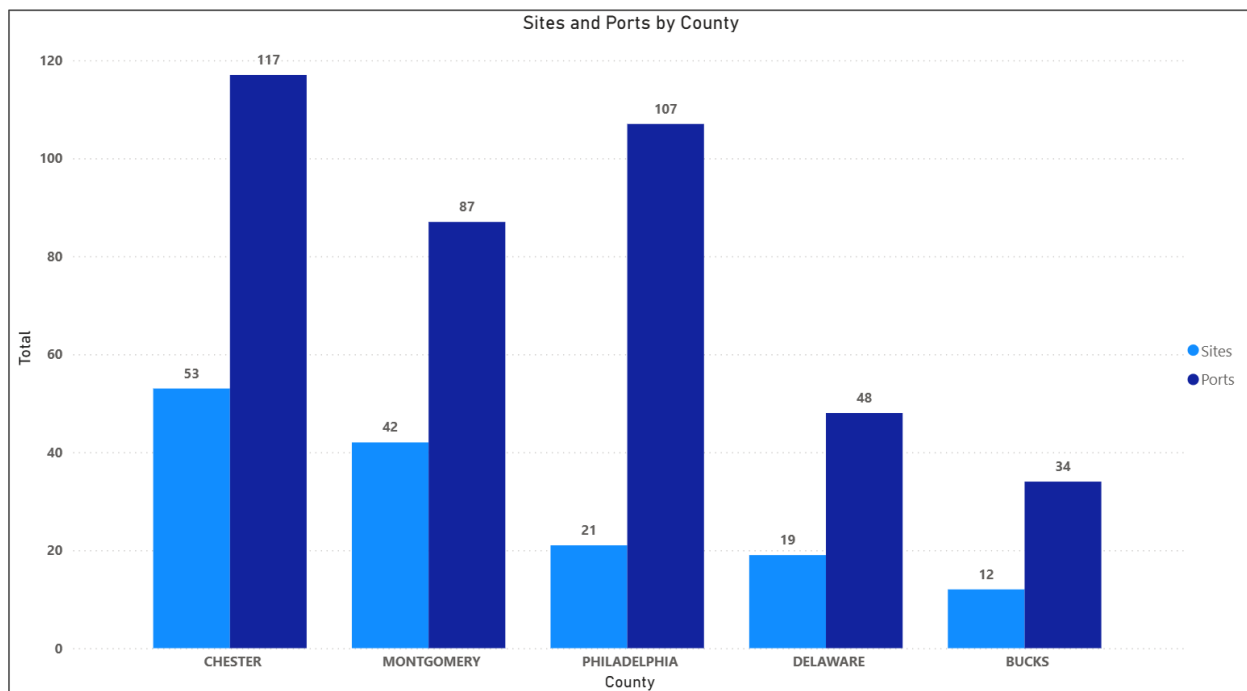


Figure 3. Participating Charging Ports and Sites by County

Figure 4 displays a breakdown of the charger use category for the 80 completed projects.

The Pilot has five different categories of charger use (multi-unit, public, fleet, employee and other). As of December 31, 2025, the completed projects included all five of these with most of the chargers installed for the public or employee use.

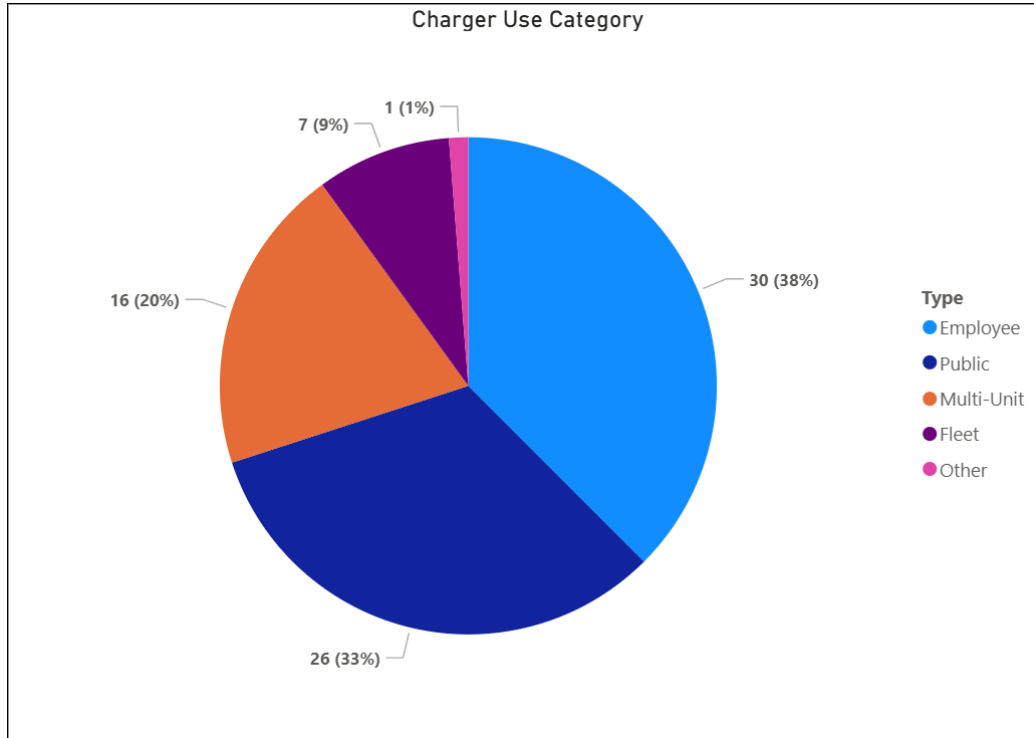


Figure 4. Charger Use Category

### **Energy Consumption and Load Profile**

PECO, along with the EVsmart Charging Programs’ administrator CSE, continue to identify and address data collection issues as they arise. The Pilot is currently collecting data from 15 different network providers and has data sharing agreements with 38 of them. New network providers and EVSE manufacturers continue to request participation in the EVsmart Programs and the Company is proactively onboarding companies that meet program requirements. Ensuring the consistency and completeness of the data is and will continue to be a primary focus.

Figure 5 shows a breakdown of kWh consumption by county of the 80 projects installed through 2025 that are transmitting data. Table 5 shows the annual energy consumption by county.

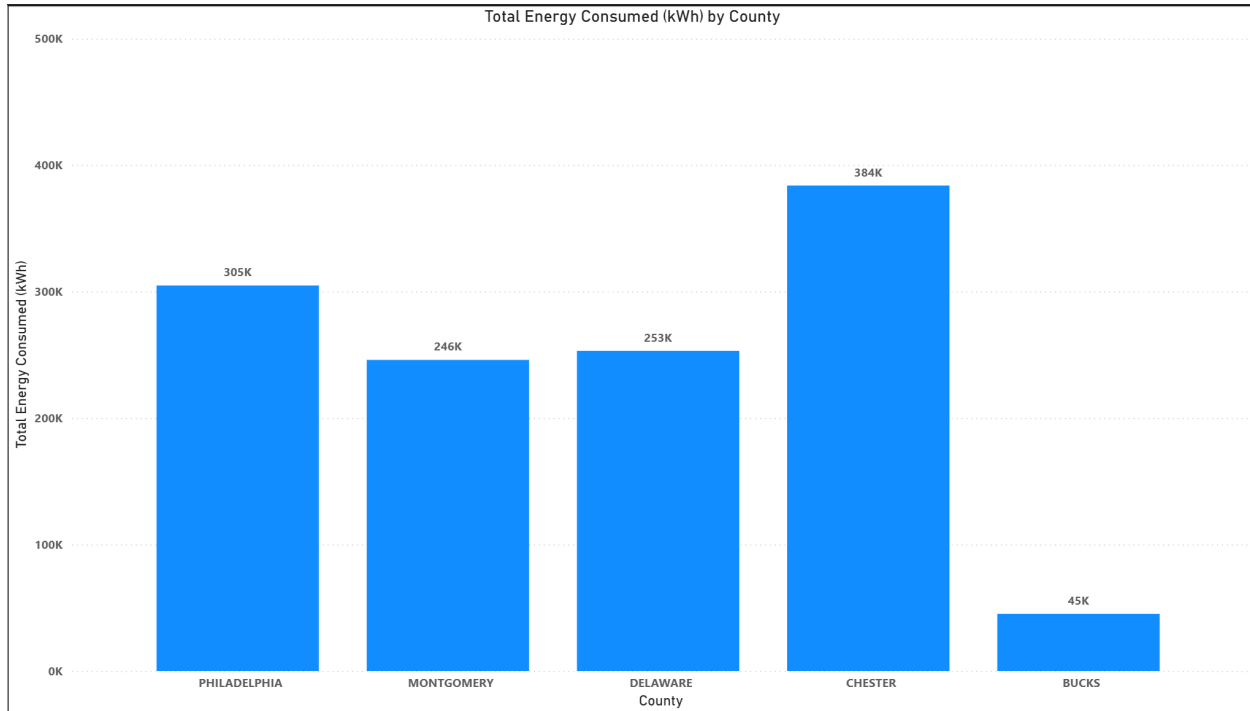


Figure 5. Aggregate kWh Consumption by County through 2025

County	2022	2023	2024	2025	Total
PHILADELPHIA		4K	82K	219K	<b>305K</b>
MONTGOMERY	0K	41K	73K	132K	<b>246K</b>
DELAWARE	25K	46K	65K	117K	<b>253K</b>
CHESTER	13K	42K	130K	199K	<b>384K</b>
BUCKS	3K	9K	19K	14K	<b>45K</b>
<b>Total</b>	<b>41K</b>	<b>142K</b>	<b>368K</b>	<b>682K</b>	<b>1,233K</b>

Table 5. Annual Aggregate kWh Consumption by County

Table 6 shows the grouping of the aggregate energy usage represented in Figure 6, which was consolidated into the five categories using the Host Type categories selected by participants. Table 6 displays how customers were grouped into multi-unit, public, fleet, employee and other categories, organized by host type shown on the far-left column.

Participant Count By Grouping Category	Employee	Fleet	Multi-Unit	Other	Public	Total
Employee parking; 24-hour operations	18					18
Employee parking; single shift	9					9
Employee parking; two shifts / day	3					3
Fleet; 24-hour operations		4				4
Fleet; single shift		3				3
Multi-Unit Dwelling resident/guest parking			16			16
Other				1		1
Public/Customer parking; typically 4 or more hours, but not overnight					3	3
Public/Customer parking; typically less than 4 hours					22	22
Public/Customer parking; typically overnight					1	1
<b>Total</b>	<b>30</b>	<b>7</b>	<b>16</b>	<b>1</b>	<b>26</b>	<b>80</b>

Table 6. Host Type Grouping for Multi-unit, Public, Fleet, Employee and Other categories

The solid black line in Figure 6 shows the total aggregate load profile of the 80 projects transmitting data in the Pilot. The percentage of total usage is graphed against the hour of the day. Figure 6 is inclusive of weekends and holidays. The peak usage occurs at hour 14 or 2:00 p.m.

Based on the data collected, the peak for employee & public groups occurs at hour 14 or 2:00 p.m. The Fleet group peaks at hour 20, or 8:00 p.m. The Multi-Unit category reflects a peak at hour 1 or 1:00 a.m. Please note, the group *Other* is not represented in Figure 6 due to the limited sample size and the lack of complete data collected from the single participant. The graph shows each group's aggregated energy usage over 24 hours, including a total represented by the solid black line. The highest percentage of total usage during the 2:00 p.m. peak period was under the Employee group, at 14.5%, indicating a strong adoption rate for employers installing chargers open to employees during business hours.

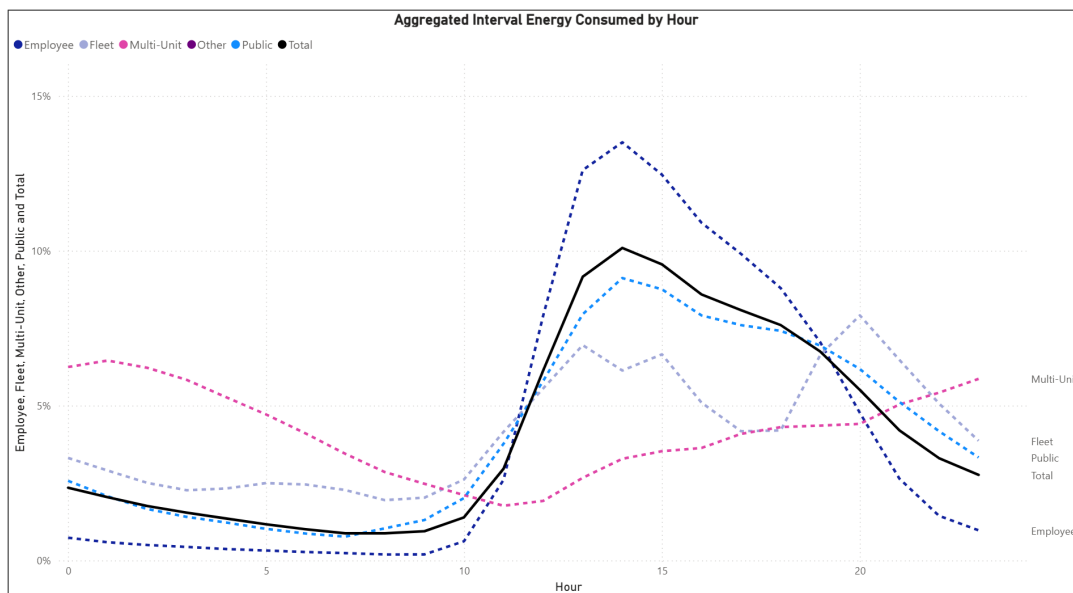


Figure 6. Aggregate Load Profile of Participating Chargers

## ELECTRIC VEHICLE FAST CHARGING PILOT RIDER

### **Overview**

The Electric Vehicle Fast Charging Pilot Rider (EV-FC Rider) is a pilot designed to support Transportation Electrification by encouraging the build out of publicly available (or workplace fleet and public transit) fast charging through reduced demand charges.

Effective January 1, 2026, the following changes were implemented to the EV-FC Rider:

- 1) Modify the Availability/Applicability to extend the EV-FC Rider by five years through May 31, 2029, to eliminate the requirement that DCFCs be publicly available, and to limit the applicability to a service that is dedicated exclusively to EV charging and that includes at least one permanently connected DCFC served under Rates GS, PD, or HT installed on or after July 1, 2019.
- 2) Modify the Definitions to specify that to be high-powered, the DCFC must have a nameplate charging capacity of at least 50 kW per charging port.
- 3) Modify the Miscellaneous General Provisions to remove the reference to DCFCs that are not separately metered and to remove the requirement for the customer to provide usage and demand data for such DCFCs.
- 4) Modify the Rate Impact to add an adjustment to the minimum demand calculation, modify the demand credit and delete the sentence referencing the Company's right to reduce the demand credit.
- 5) Modify the Term of Contract to delete the sentence that references extended participation.

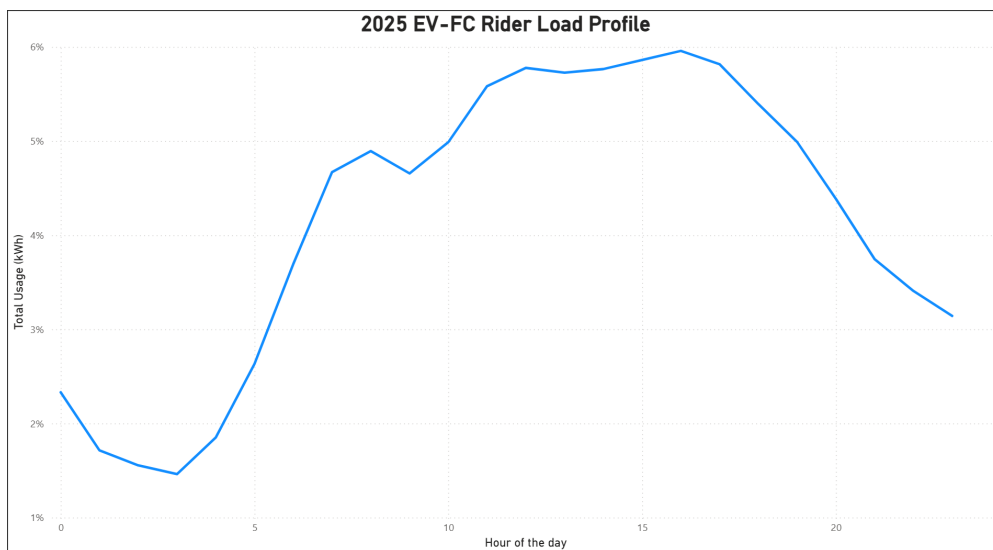
Pursuant to the Joint Petition for Settlement in PECO's 2024 electric rate case proceeding, Docket Number R-2024-304693, the following information has been added to this report. The data included in this report are for participating sites from 2020 through 2025.

- a. Number of participating sites;
- b. Number of participating DCFC charging ports;
- c. Cumulative number of sites installed since inception of the pilot;
- d. Cumulative number of DCFC charging ports installed since inception;
- e. Aggregate annual kWh consumption of participating sites;
- f. Aggregated hourly load profile information (kWh) for participating sites; and
- g. Aggregated monthly demand (kW) for participating sites.

**Program Participants Totals & Energy Usage**

In 2025, there were 24 accounts enrolled in the EV-FC Rider. The 24 active accounts include 160 charging sites with 178 charging ports. Since inception, there have been 55 accounts enrolled in the EV-FC Rider which include 318 charging stalls with 373 charging ports. The aggregated energy consumption for the 24 participating accounts in 2025 was ~20,553 MWh.

Figure 7 shows the aggregated load profile for the participating EV-FC Pilot chargers over 24 hours, as a percentage of the total usage. The peak usage occurs at hour 16, or 4:00 p.m. Shown on Figure 7, EV-FC charging increases sharply between hours 3 and 7, or 3:00 a.m. to 7:00 a.m., and continues to increase during afternoon and early evening hours before dropping steadily after peak at hour 16 or 4:00 p.m. Figure 7 indicates EV-FC equipment on the Pilot Rider experiences a majority of their utilization during daytime hours.



*Figure 7. Aggregate Load Profile of Participating EV-FC Pilot Chargers*

Table 7 provides the aggregated monthly demand (kW) for all participating chargers in 2025.

Aggregated Monthly Demand for Participating Sites (kW)											
Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
6,030	6,170	6,287	5,967	6,188	5,390	5,804	4,923	4,670	4,960	5,050	6,004

*Table 7. Aggregated monthly demand (kW) for participating sites*

**Customer Education and Outreach**

PECO’s Electric Vehicle Education and Outreach Program (the “EV Ed Program”) continued to support customer awareness and understanding of electric vehicles in 2025 through targeted community, workplace, and stakeholder engagement. The EV Ed Program helps customers explore EV technology, understand the benefits of transportation electrification, and address common concerns such as vehicle range, charging availability, and program eligibility. Through direct engagement and the use of PECO’s online EV Toolkit, the program provides practical,

accessible information to customers considering EV adoption or EV charging within PECO's service territory.

In 2025, the EV Ed Program participated in 10 education and outreach events, with activities concentrated in the second and third quarters of the year. Events were held across Chester, Delaware, and Philadelphia counties and included a mix of community events, municipal and stakeholder conferences, workplace education events, and internal education forums. Audiences ranged from smaller, targeted stakeholder and employee sessions to large community and workplace events with several hundred attendees, collectively reaching more than 1,500 participants.

Outreach activities included the distribution of educational handouts, Company-branded giveaways, and one-on-one discussions regarding EV ownership, charging options, and PECO's EV programs. Several events featured the display of PECO fleet electric vehicles, including a Chevrolet Bolt, Chevrolet Silverado, and PECO's wrapped One-Call Silverado EV and GEM-enabled bucket trucks, providing attendees with hands-on exposure to EV technology. The program also supported two virtual Transportation Electrification Collaboratives and sponsored an internal EV101 education event, further extending education efforts beyond traditional tabling formats.

Interested organizations may request participation from PECO's EV Ed Program at their event by contacting [EV@peco.com](mailto:EV@peco.com). In addition to event-based outreach, the program continued to provide education on PECO's EV offerings, assisting customers interested in purchasing an electric vehicle or installing EV charging equipment within PECO's service territory. In April 2025, PECO expanded the scope of its online EV toolkit to include tools specific to customers considering electrification of their commercial fleets. These efforts reflect PECO's ongoing commitment to informed customer engagement and the advancement of sustainable transportation solutions.

